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CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each, \$1.75.
25 lbs. " " \$4.50.
Directions for Use are given on the Label.

LAWN MOWERS.

The Best and Cheapest Machines in the Market.
For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 11th September, 1904.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to "The Editor."
Correspondents are requested to forward their communications to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have appeared in other papers will be inserted.
Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication.
After that hour the price is 10 cents. Only supplied for cash.

Telephone Address Press.

P. O. Box 39.

The Daily Press.

Hongkong, September 24th, 1904.

The Reformation Committee's recommendation that the Attorney-General should be allowed private practice will, we venture to think, find to command itself to the public. The Committee are of opinion that practice in private law suits would, besides admitting of a reduction in his salary, enlarge the Attorney-General's knowledge of the requirements of the Colony. The sole objection to it, they say, is that the Government work would suffer. They do not believe, however, that a man in all ways competent "for the office would necessarily neglect his "Government work," a phrase which suggests the possibility, if not indeed the probability, of such neglect. "And even if "such work were at times a little delayed," the report proceeds, "this temporary inconvenience would be of small consequence compared to the many objections "attaching to the present system: which "would probably attract a less capable man "and then keep him in one groove." We should not have thought the neglect of official duties in order to make private gain could properly be described as a temporary inconvenience of small consequence. The withdrawal of the right of private practice from the Attorney-General was made, we have always understood, on the broad ground that a man cannot serve two masters and that when an official's public and his public duties came into conflict the probability is that it will be the latter that will suffer. The same subject, the expediency of allowing the law officers of the Crown the right of private practice, has been much debated at home of late years, and the view that the right should be withdrawn has found much support. In a small place like Hongkong the objections to it are even stronger than in a larger community. In this Colony all the important interests of the place, so far as the European community is concerned, are concentrated in a few large firms, who are accustomed to give annual retainers to their legal advisers. Although no grave scandal arose when the Attorney-General was allowed private practice, it is not inconceivable that under such a state of things the firms which retained the Attorney-General might possess the ear of the Government to a greater extent than those who retained another barrister, that they might receive hints of impending legislation affecting commercial interests sooner than rival firms, and that in the case of contested legislation, such for instance as the proposed Share Bill, the Attorney-General, instead of impartially considering the public good, might be influenced, possibly quite unconsciously, by a solicitude for his clients' particular interests. It is not necessary to picture the Attorney-General as a creature of corruption to understand that such a state of things might prevail for the average man, however honest in intention, is almost inevitably influenced by an environment of private interests in the case of the Attorney-

General would be to throw his public duties into the background.

So far from agreeing with the Reformation Committee, therefore, we hold that it is most important that the Attorney-General, occupying this responsible position, be allowed to be entirely above all suspicion of private influence and that the public should be entitled to his full and undivided service. It would be almost as reasonable to allow the Director of Public Works private practice as an engineer and architect as to allow the Attorney-General private practice as a barrister, the only difference being that the Attorney-General's official duties would not fully occupy his time. No weight seems to us to attach to the arguments advanced by the Committee against the present system. As to the right of private practice attracting a better man, the answer is that the Colony must be prepared to pay whatever salary is required to attract a man of the calibre required for the post. For that purpose the present salary, with the pension and leave privileges attaching to the appointment, and the prospect of the office proving a stepping-stone to a Chief Justiceship, may, we think, be considered sufficient. The appointment is given in the usual course of Colonial Office promotion, and we doubt whether any one to whom it was offered would be influenced in his acceptance or rejection by considerations of whether a similar salary without private practice or a higher salary without private practice would be the more advantageous to his immediate interests. It was a question of offering inducements to the leading lights amongst practising barristers at home it might be different, but as a matter of fact the appointment is now always given to men already in the service. As to the holder of the office getting into a groove through the want of private practice, it must be remembered that the appointment is given to men of mature age, who are supposed to have passed the time of life at which there is serious danger of falling into grooves; and as to private practice keeping him in touch with the Colony, it has already been suggested that the effect of private practice might be to keep him in touch with his own interests and those of his clients rather than with the interests of the public. It is said that the feeling of the legal profession is that it is an advantage that the Attorney-General should have private practice; but the legal profession is very conservative and old-time abuses linger long in its ranks. The whole legal system, not only of this Colony but of the whole British Empire, stands in need of reform.

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Leaving the general question of legal reform out of the question, however, the Colony, we think, would have reason for regret were the particular reform in the Hongkong Attorney-General's office which was effected a few years ago reversed and the right of private practice restored.

The *Shibuta Maru*, late *Myoko*, is being fitted with guns at Yokohama, and converted into an armed cruiser.

It is notified that the *Bohara* boys have been placed in the *Bohara* boys' school. It will be temporarily replaced as soon as possible.

The result of the applications for the Japanese loan of 30 million yen was made public on the 15th inst. The total of the applications amounted to yen 63,247,000, the highest tenders being 120.

The *N.D.L.* steamer *Darmstadt*, with the German crew, left for the 27th inst. at 1 p.m., and may be expected here on or about Wednesday, the 28th inst.

A Madrid telegram to the *Comercio* states that the grant now being made by the Hongkong and Whampoa Dock Co. to the Chinese Government for the purchase of the *Quin* in possession of the navigator who discovered *Quin* (Caroline) is 100,000 dollars.

The *Peking and Tientsin Times* of the 8th inst. says: "The statement in a leading article of the *China Gazette* that foreigners when on the coast should be treated as by the Chinese soldiers is absolutely devoid of the slightest foundation."

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The special Korean Embassy, bearing gifts from the King of Korea for the Imperial Japanese, the Emperor Dowager, and the Emperor, left for the coast of Korea on the 15th inst. The Embassy, which was composed of the Korean Ambassador, the Korean Minister, and the Korean Secretary, was accompanied by the Korean flag and the Korean flag.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "PATHAN".

FROM NEW YORK AND SINGAPORE.

CONSIGNEES OF Cargo are hereby informed that the Goods are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rest.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by DODWELL, CARLILL & Co., Agents.

Hongkong, 17th September, 1894. 1696

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AJAX".

are hereby notified that the Cargo is being discharged into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rest.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by DODWELL, CARLILL & Co., Agents.

Hongkong, 18th September, 1894. 1721

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA".

FROM KAMA, VICTORIA, YOKOHAMA, AND KOBE.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for counter-signing, and take immediate delivery of their Goods from the Godowns.

Cargo imported for the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, 20th September, 1894. 19

STEAMSHIP "OCEANIAN".

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, via S.S. "Tigre" and "Nippon", and from London via S.S. "President" and "Lafayette", are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received to the contrary before Noon, To-day (Friday), the 21st inst., requesting it to be landed here.

Bills of Lading will be counter-signed by the Underwriter.

Goods remaining undelivered after Thursday, the 27th inst., at Noon, will be subject to rest and landing charges.

All Claims must be presented to us on or before Thursday, the 27th inst., or they will not be recognized.

All Damaged Packages will be examined on Thursday, the 27th inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agents.

Hongkong, 21st September, 1894. 2

TO CONSIGNEES OF ORIGINAL CARGO EX S.S. "AJAX".

FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Underwriter not later than the 27th inst., for shipment per steamer "AJAX", on or before Thursday, the 27th inst., at 3 p.m.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd September, 1894. 1721

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamer

"OCEANA".

Captain F. Behrens, having arrived from the above ports, Consignees of Cargo are hereby requested to send their Bills of Lading for counter-signing by the Underwriter and to take immediate delivery of their Goods from the Godowns.

Optional cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Any Cargo imported for discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rest.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, 21st September, 1894. 1721

THE PALATINE INSURANCE COMPANY, LIMITED.

OF MANCHESTER.

MODERATE RATES.

PROMPT SETTLEMENTS.

General Agent at Hongkong

YOS FIRM AND ACCIDENT INSURANCE CO.

A. H. KENNEDY.

FOR SALE.

JAPAN HAND MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPIING PAPERS.

JAPAN WALL PAPERS.

Sole Agent.

MITSUBI BUSSAN KAISHA.

4 QUEEN'S ROAD CENTRAL.

Hongkong, 1st January, 1894. 1928

YEE SANG & Co.

COAL MERCHANTS.

have always on hand

LARGE STOCKS OF EVERY DESCRIPTION

OF COAL.

Address:—Car of Wharves, 10th Street, SINGAPORE.

No. 69 PRAYA.

1891

VESSELS ON THE BEATH

FOR YOKOHAMA AND KOBE.

THE Steamer

"OCEANA".

Captain F. Behrens, will be dispatched for the above ports To-day, the 24th inst., at 3 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 21st September, 1894. 1740

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamer

"CHINGTU".

R. Innes, Commander, will be dispatched as above To-day, the 24th inst., at 3 p.m.

Instead of as previously advertised.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine. A Refrigerator Chamber carries the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Steamer is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd September, 1894. 1745

"SHELL" LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

THE Company's Steamer

"SPONDILUS".

Captain N. Hackett, will be dispatched as above on or about the 25th inst.

For Freight apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 21st September, 1894. 1739

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, CHINA, AND

MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

TODAY'S BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL, AND AMERICAN PORTS.

THE Steamer

"RAVENNA".

Captain F. Colquhoun, will be dispatched for the above ports To-day, the 24th inst., at Noon.

This Steamer carries superior Accommodation for Passengers and Cargo for the above ports. The Steamer is fitted throughout with Electric Light, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to H. H. JOSEPH, Superintendent.

Hongkong, 14th September, 1894. 11

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE

OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Belgia (via Nagasaki), Wednesday, Oct. 10, 1894, at 1 p.m.

Oceana (via Nagasaki), Tuesday, Oct. 30, 1894, at 1 p.m.

Kobe (via Nagasaki), Tuesday, Nov. 20, 1894, at 1 p.m.

Yokohama (via Nagasaki), Tuesday, Nov. 20, 1894, at 1 p.m.

The Steamer "BELGIA" will be dispatched for the above ports To-day, the 24th inst., at Noon.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 21st September, 1894. 1740

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamer

"CRELYDA".

Captain R. Coss, will be dispatched as above To-morrow, the 25th inst., at Noon, and as previously notified.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 22nd September, 1894. 1731

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at Naples for landing Passengers if sufficient indentment offers)

THE Steamer

"BELLONA".

Captain F. Jagg, will be dispatched for the above ports To-day, the 24th inst., at Noon.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 20th September, 1894. 1730

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TACOMA, Tuesday, Sept. 25.

SIK, Tuesday, Oct. 16.

VICTORIA, Tuesday, Nov. 6.

TACOMA, Tuesday, Dec. 12.

SIK, Tuesday, Jan. 1.

THE Steamer

"TACOMA".

Captain Victor Porke, sailing at Noon, on Tuesday, the 25th September, 1894, will proceed to VICTORIA, B.C., and TACOMA, B.C., and will be registered for London as well as for Newcastle, and accepted in transit through Newcastle for the principal Ports of Europe.

Consular Invoices of Goods for United States Ports should be sent forward by the 24th inst. to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with instructions in full by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 22nd August, 1894. 19

FOR NEW YORK.

THE 3/4 A.L. American Ship

"JILLIAN L. ROBBINS".

Robbins, Master, will load here for the above port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 22nd August, 1894. 1919

THE 100 A.L. British Ship

"SUSQUHANNA".

will load for the above port, and have quick despatch.

For Freight, apply to SIEMSEN & Co., Agents.

Hongkong, 22nd August, 1894. 1919

VESSELS ADVERTISED AS LOADING

FOR FREIGHT OR PASSAGE.

LONDON, via SUEZ CANAL.

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VESSELS ON THE BEATH

FOR LONDON VIA SUEZ CANAL.

THE Steamer

"GLEN".

Captain Ferguson, will be dispatched as above on or about the 25th inst.

This Steamer has superior Accommodation for Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 19th September, 1894. 1676

"STRAIT" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamer

"STRAIT".

Commander, will be dispatched for the above port on or about WEDNESDAY, the 25th inst.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 18th September, 1894. 1719

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.